FTIP ID# RIV031202

TCWG Consideration Date May 27, 2014

PROJECT DESCRIPTION

The County of Riverside (County) proposes to construct a new two-lane roadway extending approximately 3.3 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning (City) to the intersection of Bonita Avenue and Apache Trail in the unincorporated community of Cabazon. The two-lane roadway would include a striped median, shoulders usable by bicyclists, and a pedestrian sidewalk, and it would be constructed consistent with a future widening to four lanes if needed. Two alternative alignments are under consideration.

When combined with existing roadways connecting to Interstate 10 (I-10), the new route would provide a new road parallel to I-10 between the I-10 Hargrave Street interchange in Banning and the Morongo Parkway (Apache Trail) Interchange in Cabazon. Vehicular, bicycle and pedestrian traffic between these two interchanges must now use the freeway to make this connection.

The proposed project is located in the City and in the community of Cabazon in unincorporated Riverside County, along with tribal lands of the Morongo Indian reservations (one alternative). Figure 1 shows both the regional location and project limits. Figure 2 shows the two alignments under consideration.

Type of Project
Construct new local roadway

County	**Narrative Location/Route & Post miles: Construct 3.3 miles of new local roadway on south side of I-10 between Banning and Cabazon**
Riverside	**Caltrans Projects – EA#** (N/A)

Lead Agency: County of Riverside Department of Transportation

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: June 2015

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**	**X** **Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Jan 2011	Jun 2015	June 2015	July 2016
End	June 2015	June 2016	June 2016	July 2017

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Project Need Summary

Emergency Bypass for I-10. The City of Banning and the community of Cabazon are approximately three miles apart, and are connected only by I-10. There are no local roadway connections. When the freeway is fully or partially closed due to an emergency, the shortest available detour routes force I-10 motorists to travel either 75 miles north through Victorville or 45 miles south through Hemet or Idyllwild before rejoining their planned route. In recent years, this stretch of I-10 has been fully or partially closed several times due to accidents, police activity, hazardous spills, or construction, and delays in excess of ten hours have resulted.

Improve Local Circulation. Improving local circulation is the responsibility of local jurisdictions as specified by County and City General Plans, which address the need for mobility to match growth.

With no surface street connecting the City and Cabazon, local motorists use I-10 for short-range trips, thereby adding local trips to already heavy traffic flows on the freeway and at local interchanges. Also, without a local roadway connecting the two cities, bicyclists between Cabazon and Banning must use the freeway, and pedestrians have no connection at all.

- To reach the freeway for both local and long-range trips, Cabazon residents who live south of the Union Pacific Railroad (UPRR) must use the existing at-grade railroad crossings, where they may face lengthy delays caused by long, slow trains. Emergency vehicles may also be delayed by such trains.

Project Purpose Summary

The purpose of the proposed project is to construct a new roadway connecting the City and Cabazon in order to address the needs identified above, including the following:

- Provide an emergency bypass to I-10 between the City and Cabazon for use when the freeway is fully or partially closed.
- Provide improved local circulation at all times for motorists, emergency vehicles, bicyclists, and pedestrians, with the following characteristics:
    - Does not require use of the freeway
    - Provides bicyclists and pedestrians with a safe route between the two communities
    - Improves general and emergency access for Cabazon residents who live south of the railroad tracks

Improve the transportation facilities connecting Banning and Cabazon to address anticipated growth and mobility needs as identified in the County General Plan Circulation Element Policy 1.5 (cited below) as well as the City General Plan circulation element:

> **Riverside County General Plan Circulation Element Policy 1.5:** Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs (AI 49).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Rural residential developments and open spaces account for the majority of the land uses within the vicinity of the I-10 Bypass.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
2018 I-10 Bypass

No Build: ADT = 0, Truck ADT = 0 (0%), LOS = N/A

Build: ADT = 5,179, Truck ADT = 829 (16%), LOS = C

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2038 I-10 Bypass

No Build: ADT = 0, Truck ADT = 0 (0%), LOS = N/A

Build: ADT = 17,900, Truck ADT = 2,864 (16%), LOS = C

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
2018 I-10

No Build: ADT = 179,300, Truck ADT = 28,700 (16%), LOS = E

Build: ADT = 174,800, Truck ADT = 28,000 (16%), LOS = E

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
2038 I-10

No Build: ADT = 250,700, Truck ADT = 40,100 (16%), LOS = F

Build: ADT = 234,200, Truck ADT = 37,500 (16%), LOS = F

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached analysis

$PM_{2.5}$/PM_{10} Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal $PM_{2.5}$ standards and within an attainment/maintenance area for the federal PM_{10} standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project would build a new two-lane roadway extending approximately 2.6 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning (City) to the intersection of Bonita Avenue and Apache Trail in the unincorporated community of Cabazon. Based on the *Traffic Operations Analysis* (Kimley-Horn and Associates, Inc., October 2013), by 2038 the proposed project would shift up to 17,900 daily trips from I-10 to the bypass. Tables 1 and 2 list the average daily traffic (ADT) and truck ADT volumes along I-10 and the proposed I-10 Bypass for the 2018 and 2038 conditions, respectively. The traffic volume along the proposed I-10 Bypass would not exceed the 125,000 average daily trips threshold or 10,000 truck trip threshold for a POAQC.

ii. Tables 3, 4, 5, and 6 list the 2018 and 2038 intersection levels of service for the no build and build conditions. As shown, after mitigation, the proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

Table 1: 2018 Traffic Volumes

Roadway	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
I-10	179,300	28,700	174,800	28,000	-4,500	-700
I-10 Bypass	0	0	5,179	829	5,179	829

Source: LSA Associates, Inc. and Kimley-Horn and Associates, Inc. (May 2014).

Table 2: 2038 Traffic Volumes

Roadway	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
I-10	250,700	40,100	234,200	37,500	-16,500	-2,600
I-10 Bypass	0	0	17,900	2,864	17,900	2,864

Source: LSA Associates, Inc. and Kimley-Horn and Associates, Inc. (May 2014).

Table 3: 2018 without Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	48.2	E	27.6	D
3.	I-10 EB Ramps/South 8th Street	79.0	F	40.1	E
15.	Charles Street/Hargrave Street	10.8	B	11.8	B
18.	Hathaway Street/Barbour Street	8.8	A	8.5	A
21.	I-10 WB Ramps/Morongo Trail	6.3	A	44.9	E
30.	22nd Street/I-10 WB Ramps	13.3	B	70.1	F
31.	22nd Street/I-10 EB Ramps	26.6	D	71.7	F

Source: Kimley-Horn and Associates, Inc. (May 2014).

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 4: 2018 with Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	24.8	C	27.1	D
3.	I-10 EB Ramps/South 8th Street	141.3/19.0[1]	F/C	31.5/13.9	D/B
15.	Charles Street/Hargrave Street	11.1	B	11.4	B
18.	Hathaway Street/Barbour Street	11.5	B	12.7	B
21.	I-10 WB Ramps/Morongo Trail	6.1	A	22.4	C
30.	22nd Street/I-10 WB Ramps	12.9	B	40.8	E
31.	22nd Street/I-10 EB Ramps	26.6	D	71.7	F

Source: Kimley-Horn and Associates, Inc. (May 2014).

1. Unmitigated/Mitigated LOS and Delay

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 5: 2038 without Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	15.1	B	18.2	B
3.	I-10 EB Ramps/South 8th Street	15.6	B	19.3	B
15.	Charles Street/Hargrave Street	12.6	B	15.3	C
18.	Hathaway Street/Barbour Street	9.1	A	8.6	A
21.	I-10 WB Ramps/Morongo Trail	38.0	E	711.7	F
30.	22nd Street/I-10 WB Ramps	12.6	B	12.3	B
31.	22nd Street/I-10 EB Ramps	12.6	B	13.3	B

Source: Kimley-Horn and Associates, Inc. (May 2014).

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 6: 2038 with Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	12.4	B	16.3	B
3.	I-10 EB Ramps/South 8th Street	20.3	C	23.1	C
15.	Charles Street/Hargrave Street	20.5/15.2[1]	C/B	>500/18.2	F/B
18.	Hathaway Street/Barbour Street	48.3/13.8	E/B	>500/14.1	F/B
21.	I-10 WB Ramps/Morongo Trail	13.8	B	318.2	F
30.	22nd Street/I-10 WB Ramps	9.1	A	11.4	B
31.	22nd Street/I-10 EB Ramps	13.0	B	13.9	B

Source: Kimley-Horn and Associates, Inc. (May 2014).

1. Unmitigated/Mitigated LOS and Delay

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound